

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 7000

號五初月五年元統宣

TUESDAY, JUNE 22, 1909.

二拜禮

號二十月大英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sinking
\$1,500,000 at 2%—\$15,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gossion—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
J. W. Sandow, Esq.
M. G. Barrett, Esq.
G. St. Gubay, Esq.
W. Helms, Esq.
G. R. Lennard, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$5,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3 per Cent. per annum on daily balances and accounts Fixed Deposits at the following rates—
For 12 months, 4 per Cent. per annum.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 18th April, 1908.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000)
RESERVE FUND FL 5,752,884.84 (about £470,407)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cherbon, Tegal, Pecalangan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradjah (Achen), Pondjornas, Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Hongkong, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents to the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 3 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, CHEFOO, TIENTSIN, KJBE, PEKIN, OSAKA, NEWCHWANG, NAGASAKI, DALNY, LONDON, PORT ARTHUR, LYONS, ANTUNG, NEW YORK, LIOYANG, SAN FRANCISCO, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per Cent. per Annum on the Daily Balance.
On fixed deposit—
For 12 months 4 1/2 p.a.
" 6 " 4 " "
" 3 " 3 1/2 " "
TAKMO TAKAMUHI,
Manager.
Hongkong, 1st June, 1909.

HONGKONG SAVINGS BANK.

H & Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert-Warshawsky & Co., Mendelssohn & Co., M. A. Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOKHN,
Manager.
Hongkong, 1st December, 1907.

Intimations.

THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.
Monarch Shirts and Gentlemen's Underwear a speciality.

THE SAVOY.

Hongkong, 19th June, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ASSAYE Capt. U. Jones, R.N.R.	6 P.M. 24th June	Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA Capt. W. Hayward, R.N.R.	Noon 26th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Keawick, R.N.R.	About 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 2nd July	Freight and Passage.

F. F. Funnell: Particulars apply to.

E. A. HEWETT,
Superintendent.

Hongkong, 21st June 1909.

Intimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:
Craven. Guards. Garriok.
Ardath. Glasgow. Richmond.

CUT TOBACCO: Old English Curve Cut.

Capstan Navy Cut.
(Medium and Full).

EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garriok. Blackcat.
State Express. Three Castle (Magnums).

LANE, CRAWFORD & CO.

Champagnes, Sherries, Madeiras, Ports, Clarets, Burgundies, Hocks and Moselles, Brandy, Gins, Whiskeys, Vermouths, Bitters, Liqueurs, and Beers and Stouts.

CALDBEC, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

1 Queen's Road Central.

Hongkong, 3rd June 1909.

Hotels.

HOTEL PLEASANTON,

No. 17, 1st Street, Yokohama

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appliances, Renowned Cuisine, Dark Room Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

HOTEL RAIGIEBURN.

Flower's Gar, the near the Tram Terminus. Tel. 86.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,365 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

ON SUNDAY, the 27th June.

S.S. "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 5 P.M.

Fares: Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Black Pier.

Hotels.

HONGKONG HOTEL.

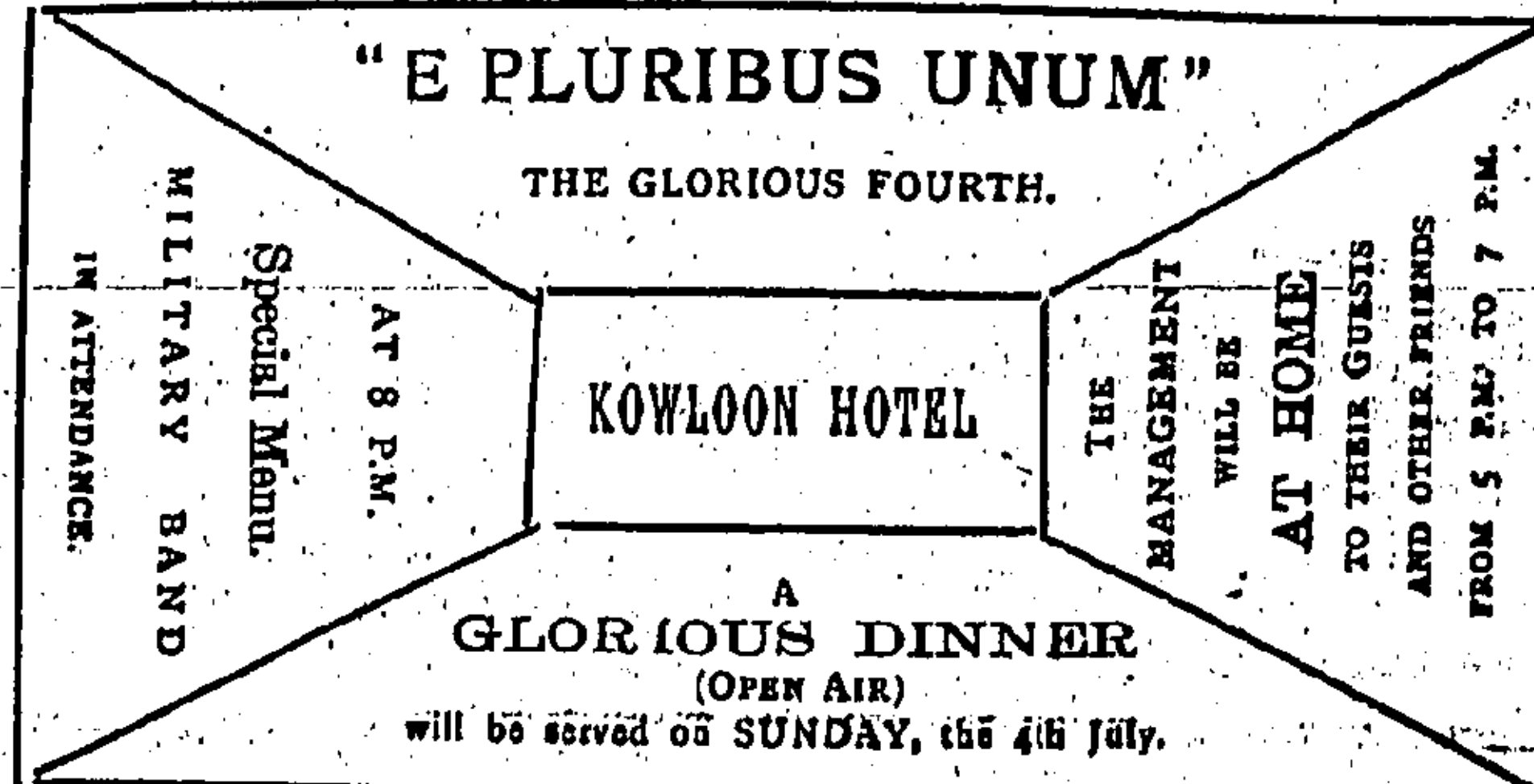
FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,

Hongkong, 5th February, 1909.

Manager.



Hongkong, 21st June, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

N. BLUMENTHAL,

Proprietor.

Manager.

Telephone 290.

Telegram: "Astor."

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	SATURDAY, 25th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, 30th June, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. Rud Meyer	About THURSDAY, 1st July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 10th June, 10 A.M.
KODAT and SANDAKAN	"BOEMBO" Capt. F. Sembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To sail on
SHANGHAI, KOBE, YOKOHAMA	CALEDONNIEN	Brud	5th July, P.M.
MARSEILLES, via PORTS	TOURANE	Lancelin	6th July, at 1 P.M.
HANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSEILLES, via PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Europe, or to the Colonies, India, China, Japan, and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22nd June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

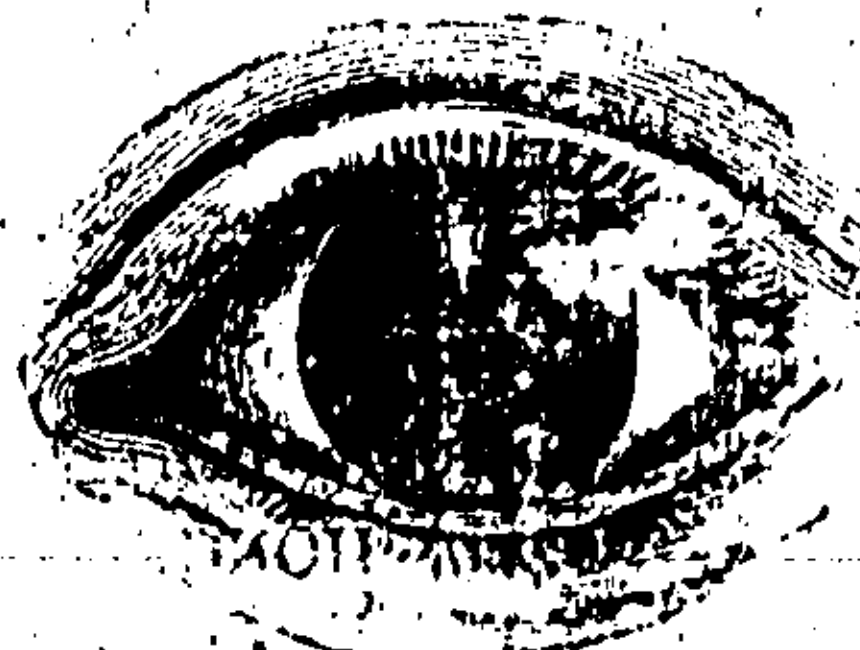
These superb steamers carry of the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF DAGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repair. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 1, John Street, Bedford Row, W.C.
GALCUTTA, 59, Beallock Street.
SHANGHAI, 166, Nanking Road.
Hongkong, 9th March 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, of 100 sq. ft. of floor space. Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 13th May, 1909. [313]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [248]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.
Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1909. [292]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [40]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDOR ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD, A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VUEX ROAD next to the Hongkong Hotel.
FLATS in MORTON TERRACE.
No. 10, DES VUEX ROAD CENTRAL, 1st Floor.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [5]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.
Apply to—
THE COMPTON DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [188]

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [11]

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [11]

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [11]

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [11]

CA. TON DAY BY DAY.

NEW PAPERS STARTED.

[From Our Own Correspondent.]

Canton, 21st June.
Two more Chinese newspapers have been started in this city, one to be called the *Nam Yut Po* and the other *Yut Tung Kung Po*. The first will make its initial appearance to-morrow, the 22nd instant, and the second, on the 2nd July next.ALLEGED REVOLUTIONARY ARRESTED.
Last week the Commander-in-Chief, Chun Ping Chik, arrested a man named Cheung Sau in Weichow on a charge of being an alleged leader of a revolutionary society. This man was brought up to Canton yesterday to be tried and dealt with.

THE RECENT MURDER.

On Saturday morning the Police in Honam arrested a man who is alleged to have had a hand in the murder of the late Taotai Lau Sz Kee.

B. & S. BOYCOTTED.

AGITATION AGAINST HONGKONG-MANILA STEAMERS.

An attempted boycott against Butterfield and Swire boats plying between Hongkong and Manila is being attempted from Canton, but the Cantonese in this city to whom appeal has been made to join in the movement show a marked lack of enthusiasm for the move, reports the *Manila Times*.The trouble all started over the alleged kicking of a Chinese passenger by a Portuguese steward on one of the boats operated by Butterfield and Swire between Hongkong and Canton from the effects of which the Chinese died. [This is the *Falakan* incident.—Ed. B. K. F.] At the autopsy held over the remains a verdict of death from natural causes was rendered, and the Portuguese went to Macao where the Chinese have tried to get him and have the case re-opened. Failing in this they want all Cantonese to boycott the vessels operated by Butterfield and Swire.

Asked about the alleged boycott on 16th inst. Manager Hubert Fox, of the shipping department of Smith, Bell and Company, who handle the Butterfield and Swire vessels at Manila, stated that he was having no effect here at Manila, and the local Chinese were taking no part in it. Two of the vessels of the company within a few days loaded large cargoes at Cebu and Iloilo for Hongkong and had many passengers for the China coast. The local Chinese importers have had some of their business turned to Spanish and American firms on account of the boycott at Hongkong and this is one reason they are not in hearty support of the movement.

WATER POLO.

Yesterday afternoon the Corinthian Yacht Club played a friendly game of Water Polo against the Boys' Club. Both teams being very evenly matched, a very interesting game was played.

At the commencement of the first half R. C. Wicheil scored the ball and scored the first goal from a long shot. After this the Boys did a lot of pressing and the score stood 1-11 when the whistle sounded for half time.

In the second half it looked as if no scores would be made but owing to the mistake of White (the goal keeper) passing the ball to Cooke, the latter scored the second goal for the C.Y.C. almost at the close of the game. Thus the Corinthians won by 2 goals to nil. Both teams played well, and we hope to see a better game played next Monday when they meet again in another friendly match, at the Corinthian Yacht Club, 5.4 p.m. sharp.

The teams were as follows:—C. Y. C.—R. C. Wicheil, G. Wicheil, C. J. Cooke, A. Gregory, S. Moore, J. Forbes, and Wilson.

B. O. C.—A. R. Ellis, A. H. Carroll, A. S. Ellis, B. Muskett, I. E. Chueyut, H. J. White and Leitao.

TYPHOON WARNING.

The telegrams quoted below were received at the American Consulate-General from the Manila Observatory:—

21st at 5 p.m.

Depression Northern part China Sea.

22nd June at noon.

Depression Northern part China Sea advancing North-westward.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908. [46]

PNEUMATIC POSTAGE.

AN INNOVATION IN JAPAN.

The Tokyo Post Office is introducing an innovation in the shape of pneumatic tubes for the dispatch and receipt of telegraph messages by compressed air. The experiment will be carried out between the Central and the Kanda Post offices. If the results are satisfactory it is proposed gradually to introduce the system in all the post offices. In view of the fact that the largest number of telegrams are received at and sent out from the Tokyo Stock Exchange, connection will be made between the Exchange and the Kanda Post Office. Operations for installing the system have already been commenced, and it is anticipated that the service will be open in August or September next.

The system has been in operation in foreign countries for some time, remarks the *Mainichi*. In America especially, the system is not confined to the conveyance of telegrams, but has been extended to all kinds of postal objects, the transmission of which is now carried out with the utmost celerity by means of compressed air. The project of the Tokyo Post Office is the pioneer in this country. The tubes to be installed will be double-lead inside and iron out. They will have a diameter of about two inches. The messages will be rolled into a small compass and inserted in the tubes. At the receiving office a vacuum will be created in the tube and the force of the compressed air at the other end will impel the telegrams through with remarkable velocity. The distance between the head and the Kanda post offices at Tokyo is about a mile and a quarter, and it is anticipated that the time of transmission between the two offices by the new system will be one minute. When the telegrams are continuously transmitted a large number will be disposed of in a short space of time, thus proving of the utmost advantage where there is a constant accumulation of messages. It will be expedient to use a thinner paper for the telegraph forms than is in vogue at present, so special forms are to be provided for the purpose. It will be easy to adopt the system to the transmission of all kinds of postal matter, but for the present it is proposed to confine the service to telegrams.—*Japan Chronicle*.

CANTONESE IN SINGAPORE.

SUBSCRIPTIONS FOR FREE HOSPITAL.

The Cantonese in Singapore have already subscribed over \$100,000 to build a free hospital for the admission of those who do not like to go to Tan Jock Seng Hospital. At present a large number of Chinese, when they are seriously ill, are removed to private hospitals called "dying houses" which are scattered all over the town and are generally in a filthy condition. The Government proposes to close all these "dying houses" and has thrown out a hint that a "Tai Wa" Hospital similar to the one now existing in Kuala Lumpur should be established in Singapore for the reception of patients who have any objection to be treated by doctors practising Western methods. Despite the depression of trade the Chinese have already subscribed the magnificent sum of \$100,000 for the establishment of this Hospital.

With a view of raising more money they have invited the Chinese Amateur Theatrical Troupe of Kuala Lumpur to come here to perform on the nights of 22nd, 23rd and 24th inst. in the Theatre in Wayang Street. Some of the leading Cantonese have already promised to pay for the decoration of the Theatre and many have undertaken to supply refreshments at their own expense.

The prices of admission will be \$5, \$3 and \$1 to 1st, 2nd and 3rd class seats respectively, but there will be no limit of price as to the admission to reserved seats.

The Straits Steamship Co. have kindly agreed to grant free passage for the theatrical party to and from Selagor. The proprietor of the Theatre in Wayang Street shows his generosity by charging no rent for the use of the Theatre.

It is to be hoped that this charitable movement will meet with financial success.—*Singapore Free Press*.

Intimation.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

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THERAPION No. 1 is a remarkably short and efficient remedy, removing all discharges, effectually suppressing inflammation, the use of which does irreparable harm by laying the foundations of stricture and other serious diseases. Indiscretion, gonorrhoea, irritation of the bladder, cough, bronchitis, asthma, and some of the most trying conditions of this kind, it will be found most efficaciously removing prompt relief where the worst stricture has been produced.

THERAPION No. 2 purifies the blood, cures pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gonorrhoea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., the destruction of surface teeth and ruin of the body. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

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Intimation.

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It has now been proved, that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

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On the business communication card is a key to the Editor will not undertake to be responsible for any returned MS., nor to return any Contribution.
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Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

BIRTH.
On June 7, at Tai-chow-fu, the wife of the Reverend E. THOMPSON, B.A., of a son.

DEATHS.
On June 15, 1909, at the Shanghai, ADA MARY MACQUEEN, aged 44 years.
On June 16, 1909, at Shanghai, EUGENIA MARIA AGUIAR, beloved infant daughter of Mr. and Mrs. F. X. Aguiar, aged 8 months.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 22, 1909.

BARON SHIBUSAWA.

One of the towering figures in the world of Oriental finance has decided to retire. There are only two or three men whose character, ability and saneness entitle them to be placed in that category. Is the name now guessed? The great Baron Shibusawa relinquishes his hold on commercial Japan. It is to be feared that the Japanese do not appreciate the marvellous hold which the Baron's name has in European circles, just on the same principle that a prophet has no honour in his own country. Japan's commercial aggrandisement has been in ratio to Shibusawa's success. Long years ago, when Japan was a fairy-like fantasy the name of the Rothschild of the East was murmured on the bourses. The poet says that "peace hath her victories no less renowned than war," and speaking

as a non-Japanese, no man deserves better of his country than the financier *gmp* statesman who is known as Baron Shibusawa. We shall be surprised to learn that he is allowed to disappear into seclusion without recognition. Prince Ito may be a great man in his way, but the greater man is he who advances the commercial interests of his country, who comes to her rescue at critical times, who believes, trusts and backs on his people. Shibusawa has been all that and more. Of course we speak as on-lookers; many and many a time we have opposed his ideas and his attempts at super-management. But all the time we have rejoiced in the virility of the man as a man and now we can say that we are sincerely sorry to learn of his retirement from business. Is it wise on his part to leave the rugged path of finance, of financial adventure? We think not. A man whose personality is recognised and whose capacity is acknowledged in all the markets cannot sink into the insignificance of a country squire. The idea is absurd; so absurd that it becomes ludicrous. Baron Shibusawa must toil on to the end of the chapter, against his inclinations perhaps, but always to his credit. The Japanese papers—translated—that we have seen on the subject are curiously non-committal. Why? Because the Baron was unfortunately connected with the Dai Nippon Sugar scandals? As a fact, the breath of suspicion has never been launched against him and even if he were concerned it is proper to believe that he was the victim of circumstances. Ten more Barons Shibusawa would do more for the rehabilitation of Japan than a dozen Shoguns. In what appears to be an exceptionally careful article, devoid of praise or superlatives, the *Kobe Herald* speaks of his standing. "The fact that he is on the directorates of more than thirty commercial concerns has also been made a ground of reproach against the veteran financier." In the case of the latter complaint, however, it is only fair to remember that Baron Shibusawa's unique experience and position as, so to speak, the Genro of the business world, have caused his services to be extraordinarily in request by newly-established undertakings, and that he may well have felt, in the cases of enterprises of importance and value, that he would not be justified in refusing the assistance of his name and support. In any case it is unquestionable that, as the founder of the pioneer national Bank of the Empire, the Dai Ichi Ginko, the first chairman of the Tokio Chamber of Commerce, one of the chief promoters of commercial education, and the inaugurator of many now prosperous Japanese enterprises, Baron Shibusawa has rendered services to his country which fully entitle him to rank as one of the makers of modern Japan. We entirely agree with the remark that the retirement of such a commanding figure is the more to be regretted at a moment when the recklessness or misdoing of a number of men who have hitherto held respected positions in the Japanese commercial world has cast a deep shadow of mistrust over the business enterprises of Japan. The melancholy revelations which are being made in the course of the sugar company trial at Tokio must, for example, be sad reading to all who wish well to Japan's commercial development. The only consolation is the hope that this and other recent scandals will rouse the nation to the necessity of taking effective measures for putting an end to such abuses. It is at least a matter for satisfaction that many Japanese papers are writing very plainly on the subject and in some cases making practical suggestions for reform. These are the views of independent foreign witnesses. The modesty of the man is revealed in the simplicity of his statement to the Osaka *Asahi* when relating his career. Certainly he was what we call an *un grand homme*, but he calls himself an "official"—a mere pettifoggish official. We do not say it in sarcasm, but it looks very much like it when the *Asahi* reporter makes him say: "I was an official of the Financial Department, which I entered in 1869; and when Prince Ito returned from America in 1871 and urged the need of establishing banks, I was anxious to resign and devote my attention to the promotion of the business progress of the Empire, as I saw that most people were seeking, in preference to commercial pursuits, to obtain official positions, but Marquis Inouye persuaded me to remain in the Department." Shortly afterwards he founded the Dai-ichi Ginko, when Japan was hesitating between the new and old ideals. Then he said: "At that period a severe struggle was in progress in commercial circles between the old and new ideas. Some men who were engaged in business on a large scale looked with suspicion on new enterprises, in view of certain Company failures, and were also reluctant to have transactions with Banks. On the other hand, the advocates of the new ideas were endeavouring to establish new business of all kinds. Under these circumstances, although I had originally determined to devote myself solely to one line of business, I found myself compelled to take part in banking, insurance, spinning, weaving, and other enterprises. Now, however, all the Companies with which I have

relations are in good order and have competent men to control them, and as I do not wish to block the way for younger men I have decided to take advantage of my attainment of my seventieth year to retire from my positions. I shall remain an official of the Dai-ichi Ginko, however, until my death, as it was that institution which gave me my entrance into business life. I shall also for some time retain my positions in the Tokio Savings Bank and the Bankers' Club, as they have relations with the Dai-ichi Ginko. In addition I shall be willing to give advice to the Companies in which I hold shares, while I shall not give up my connection with the schools and charitable associations in which I am interested." A few more men like Baron Shibusawa would make the world go round with much less friction than occurs now.

LOCAL AND GENERAL.

SIX weeks was awarded Fong Ki, an unemployed Chinaman, for having in his possession without lawful excuse house-breaking implements.

A COOLIE who stole from No. 35, Ko Shing Street a box containing \$135.20 in money and some articles of clothing worth about \$5 was given four months' hard labour in the Police Court to-day.

WE regret to announce the death of Police-man Coulson, which took place in the Government Civil Hospital, due to sunstroke. The deceased was stationed at Yau-ma-tei Police Station, and was well liked by his brother officers in the Force. The funeral took place this afternoon and was well attended.

IT is stated that the Prince Regent granted an audience to the Anti-Opium Commissioners on Sunday and told them that besides strict prohibition of opium smoking in official circles it behooved them to order the provincial authorities to prohibit poppy plantation and reduce the number of smokers by strict measures.

REPRESENTATIVES of the local Press and of the leading Japanese shipping and mercantile firms and Banks in Hongkong were entertained to dinner last night by Mr. T. Funatsu, Consul for Japan, to meet Mr. Fujimura, manager of the *Independent News* of Tokio. Mr. Fujimura has just been touring South China in the interests of his news agency.

A STORM IN A TEA-POT.

CHIEF EXCISE OFFICER HOUND OVER.

The Police Court to-day heard the case of Marshall, employed in the Naval Yard, proceeded against George Hoggarth, Chief Excise Officer, for using threatening language. A cross-summons was issued for abusive language on the part of complainant's daughter. Mr. P. W. Golding appeared for the complainant.

It appears that on the 19th May last, just as it was getting dark, complainant heard women's voices outside his house. One of the women was heard to say "I am Mr. Hoggarth's first wife, not his second wife." Shortly afterwards defendant went up to complainant and said: "Hullo, Marshall, do you want to see me?" Complainant replied that he did not wish to see Mr. Hoggarth, when the latter said: "Then come down the field." As soon as complainant came down the hedge, defendant waved his hand about threateningly and said: "If you were not an old man, I would knock your brains out!" To this complainant replied: "Don't lift your hand, Hoggarth, or I'll give you the roughest time of your life, old as I am." Defendant called him a blind old beggar and added that he had a good mind to punch him. Complainant asked Mr. Hoggarth if he was drunk and the latter replied: "You know I never drink." Defendant then started to shout out to one of complainant's daughters insultingly.

Mr. Hoggarth—if you wanted to bring any charge against me, why did you not do it at the time? This is a trumped-up charge, isn't it? Mr. Marshall—I did not want to get mixed up in a Police Court case. I have never before figured in the Police Court.

Here defendant mentioned a string of names and asked complainant if he had not had quarrels with different families. Complainant said he did not have trouble personally with them but there were occasional quarrels between his children and those of the neighbours.

Defendant—Isn't your family a quarrelsome one?

Complainant—They always take their own part. If they come to me I usually give them a smack and send them away.

Complainant at this stage told the Court that he had no wish to bring up this case. If defendant had offered him an apology, he would have accepted it. He learned from Mr. Melbourne that defendant had taken out a cross-summons against his daughter after he had assaulted her in a most cowardly manner from a man of his position.

Defendant went into the box and spoke to having an interview with the complainant about keeping his daughter under restraint. Before he had time to explain, complainant is alleged to have said: "You and your wife are damned liars." Complainant also called him a drunken pig. Defendant replied that if this was the respect he received for bringing a reasonable complaint, then he would not argue with a fool.

The magistrate, Mr. F. A. Hazeldan, bound over the defendant in the sum of \$300 to be of good behaviour for one year, and was heard to remark that he was sick of these disgraceful occurrences.

Shipbuilding Competition.

HONGKONG DOCK CO. SUCCESSFUL.

KEEN RIVALRY BETWEEN CHINA DOCKS.

[From Our Own Correspondent.]

Manila, 18th June.
Never in the history of these islands has such keen bidding been exhibited as was the case this week when tenders were opened for the construction of steel lorches and a river steamer required for the Chief Quartermaster's Department in Manila. Practically all the shipbuilding yards of any importance in Hongkong, Shanghai and Singapore entered into the competition for the contracts. One noticeable feature is the complete dropping off of the Japanese builders, who at one time made bold bids for U.S. Government orders against their Southern rivals. It is not to be wondered at that Japan has fallen out of the race, when it is considered that their great distance from the centre of delivery operates as a virtual penalty against them in favour of Hongkong which is more favourably situated in relation to these islands.

STEEL LIGHTERS.
For the steel lighters there were many and varied tenders, including two from Singapore. It is interesting to record that the Taikeo Shipyard enters into the competitive field for the first time. Appeared are the respective tenders in detail:—

Hongkong and Whampoa Dock Co., Ltd., represented by Messrs. Findlay & Co.—For one lighter \$5,870; three lighters \$7,195; six lighters \$34,341; all quotations are in gold currency and free entry into the Philippines. Time completion, eight and a half months.

Varadero de Manila submitted three separate models and quoted \$22,055, \$10,695, and \$38,285, respectively, for each of the models, for six lighters.

Tanjong Pagar Dock Board, Singapore, \$3,600 for one; \$23,000 for three and \$44,000 for six lighters. Time of completion: nine months.

Riley, Hargraves & Co., Ltd., Singapore—\$17,400 (U.S. currency) for one; \$48,830 for three; and \$31,500 for six lighters.

Taikeo Dockyard and Engineering Co., Ltd., of Hongkong, represented by Messrs. Castle Bros. Wolf and Sons, one lighter \$5,055; three at \$5,935 each. Taikeo Docks do not care to undertake a contract for less than three vessels.

Kwang Sang Lung & Co., Hongkong, 1 lighter \$23,800 (Mex.); three \$59,950; six \$122,900.

Fred. Wilson & Co.—1 for \$7,700; 3 for \$21,400; six for \$33,750. Delivery in ten months. These tenders are from Messrs. Geo. Fenwick & Co., Ltd., of Hongkong.

Shanghai Dock and Engineering Co., Ltd., completion in six months, free entry.

TAIKEO'S TENDER RECOMMENDED.
No award has yet been made, but it is believed that Taikeo's tender has been recommended for acceptance, although the Hongkong and Whampoa Dock Co. stands a good chance of securing the contract because of its lower bid.

HONGKONG SECURES U.S. \$29,250 CONTRACT.
On the 16th inst., bids were opened in the office of the Chief Quartermaster for the construction of a river steamer to take the place of the *Napoleon*, running between Manila and Lake Taibao. The bidders and the amounts of each bid were as follows:—

Shanghai Dock and Engineering Company \$29,250 gold; Kwang Sang Lung and Company of Hongkong \$78,500 Mexican currency; New Engineering and Shipbuilding Works, Shanghai \$18,000 gold; Tanjong Pagar Dock Board Singapore, \$35,000 gold; Riley, Hargraves and Company Limited, Singapore, \$71,500 Straits Settlements currency, with alternate bid of 77,000 for larger engines giving greater speed; Hongkong and Whampoa Dock Company, 27,713 gold.

On the following day, recommendation was made that the contract for the light draft double crew river steamer to take the place of the *Napoleon* on the Pasig and Laguna run, be awarded to the Hongkong and Whampoa Dock Company. This should be good news for Hongkong.

view of the welcome extended by Japan to the late Emperor, the Government intends to recommend an appointment as Associate President of the West after his return from Japan, in order to invest him with special authority to settle disputes between China and the island empire.

following minute was submitted by Mr. Bedford, C.M.G., Principal Medical Officer, relative to the rat return for the week ending 18th June, 1909, at the meeting of the Sanitary Board this afternoon:—In view of the extensive area of godowns and wharves in the harbour and the prevalence of plague in the neighbourhood of the wharves, it is recommended that the number of rats in the harbour be kept under close observation.

Japan *Quarta* states that the Great North's steamer *Dakota*, which struck a Shikahama, Boshu, in May, 1907, and was being salvaged by men employed under Japanese, a marine engineer of Tokyo, the work was in progress at about about day, one of the divers accidentally exploded a dynamite bomb on board the salvage. Of three divers and thirteen sailors on board are known to have been killed, three injured, and four slightly so; while six were reported as "missing." The Hojo have dispatched officials to the scene of the disaster.

Malaria in Lyemun.

REPORT OF THE SPECIAL COMMITTEE.

COMPREHENSIVE RECOMMENDATIONS.

It may be remembered that on the 11th May last, as the result of a motion introduced by Colonel Bedford, C.M.G., Principal Medical Officer of the South China Command, at a meeting of the Sanitary Board held on that date, it was agreed to appoint a Committee to inquire into a report upon the steps necessary to remove or minimize the conditions favouring malaria in the village of Shau-ki-wan and its environs. The motion was to the effect that "in view of the prevalence of malarial disease amongst His Majesty's troops quartered at Lyemun, and to the fact that this disease is due to conditions obtaining outside War Department property, that a Committee be appointed to inquire into, and report upon, the steps necessary to remove or minimize the conditions favouring malaria in the adjacent village of Shau-ki-wan and its environs." The Committee, which was composed of Colonel Bedford, the Director of Public Works and Dr. G. H. L. Fitzwilliams, has since taken the necessary steps to find out the exact conditions obtaining with regard to the disease and the following joint report has now been submitted and was laid on the table at the meeting of the Sanitary Board this afternoon:—

Sir,—We, the Committee appointed by the Sanitary Board at a meeting held on May 11th last, "to inquire into, and report upon, the steps necessary to remove or minimize the conditions favouring malaria in the village of Shau-ki-wan and its environs," have the honour to report that we have visited and inspected the district referred to, and now submit the following:—

(a) The Committee concur generally in the description of Shau-ki-wan, and the conditions therein existing as given by Colonel Bedford in his address to the Board, when moving the resolution on the 11th of May.

(b) The Committee are of opinion that the conditions now obtaining at Shau-ki-wan East are sufficient to explain the existence of malaria amongst the troops, and others residing in proximity to, or having to pass through the village.

The Committee now recommend:—
(c) (1) That the undergrowth and scrub be cut down and removed by the authorities concerned, from the Western slope of the Lyemun Cliff, situated between the village below, and the barracks above, the trees and small herbage being allowed to remain.

(2) The reclaiming of the *Ramse* swamp, shown in the attached plan, to the extent originally planned by the Public Works Department; or if funds will not permit of this, then to Low Water Mark, as also shown in plan. This would remove the nuisance now complained of, so far as the extension area of stinking mud, left exposed for many hours each tide, is concerned; it would permit of the regular training of the now irregular and offensive estuaries which debouch upon, and trickle over the foreshore, forming pools and water holes in their course; and would force a large portion of the boat population, which is now crowded and huddled close in shore, to evacuate this part of the harbour, and thus eliminate, to a great extent, the filth-producing agents now living there.

(3) The training and "currenting" of the stream running along the high-road through the western portion of the village, between the slaughter-house and bridge No. 11.

(4) The training of the nullahs running to bridge Nos. 1 and 12.

(5) To do away with either by purchase or compensation, or otherwise, of the plots of cultivated ground immediately below and to the East of the Saiwan Road. The ground whereon these plots are situated being below the level of the road, are liable to be covered with the water, used for irrigating them, and are difficult to drain. The abolition of this area of cultivation would also remove the danger from the water channels and sump pits now used.

(d) The Committee noticed a pond at the village temple, which is apparently used for rearing frogs; this pond has been examined on several occasions but no larvae have yet been discovered; it is, however, a possible source of danger, and should be kept under observation, and if larvae are detected in it at any time, steps should be taken accordingly. The immunity from larvae is probably due to the large number of frogs and tadpoles in the water.

(e) Lastly, the Committee are of opinion that if the above recommendations are given effect to the whole condition of the Eastern portion of the village of Shau-ki-wan will be vastly improved; the health of its inhabitants, and of the troops quartered at Lyemun greatly benefited, and the risk from malaria materially diminished.

P. N. H. JONES.

W. G. A. BEDFORD.

G. H. L. FITZWILLIAMS.

Hongkong, 4th June, 1909.
A chart showing the admission rate for malaria, per 1,000 of strength of troops, at various stations, was attached to the report. The relative figures for Singapore, Ceylon, India, North China, Mauritius and West Africa were given, and compared to the rate obtaining in Lyemun. The latter figure was found to be far in excess of the other stations. The rate per 1,000 for Lyemun in 1903 was 795 and that for Hongkong in 1903 was 770. The rate for West Africa in 1907 was only 500 as compared with Lyemun's record.

Mr. A. Shenton Hooper minuted:—The Government should give effect at once to the recommendations made by the Committee.

Cruisers for Canton.

HONGKONG'S OPPORTUNITY.

TENDERS INVITED BY NAVY DEPARTMENT.

[From Our Own Correspondent.]

Shameen, 21st June.
Hongkong firms of shipbuilders and several German *Amps* on the Shameen, representing home principals, have been interesting themselves of late in an inquiry which has emanated from the Navy Department for the construction of four fast steel cruisers for the South China squadron of the Chinese Navy. At present only the scantiest details are available. So far as it has been possible to ascertain, the cruisers are to be of from 300 to 350 feet in length and capable of steaming twenty-two knots. It is the intention of the Government to build four vessels in all, although for a start only two will be ordered.

Last week representatives of the Taikeo Dockyard and Engineering Co. and the Hongkong and Whampoa Dock Co. were up in Canton and had a conference with Admiral Li Chun and the Navy Board. What transpired at these interviews it is impossible to say, as negotiations are very jealously guarded in the interests of each firm. I have it on excellent authority that Messrs. Carlowitz & Co., Siemens & Co., and Arrol-Johnstone & Co. are also entering their best efforts to secure the order. The competition promises to be a keen one, whose ultimate issue will be watched with close interest by those having connection with the two important shipbuilding yards in Hongkong.

A Solicitor's Conduct.

MR. DIXON IN THE BOX.

DENIES BORROWING MONEY FROM THE SILK MERCHANT.

The attention of the judges (Sir Francis Pigott and Mr. Justice Gompertz) was engaged to-day in hearing the issue in which Mr. Clive Fletcher Dixon, a Hongkong solicitor, of the firm of Messrs. Hastings and Hastings, is being called upon to show cause why he should not be struck off the Rolls of the Supreme Court for alleged misconduct.

There was a sparse attendance in the courtroom when the proceedings opened, but this was gradually increased during the course of the day.

Tam Wing Kwong, the interpreter, was recalled when the judges took their seats. The witness stated that he went to see Hung, the other interpreter, just before the Chinese New Year, but it was not at that interview that he discussed the question as to whether Hung should return to the office of Hastings and Hastings. Mr. Callaghan—At the next interview did you discuss that question?

Witness—I told him that Mr. Hastings did not believe what I told him about Mr. Dixon, and I asked him to go to the office and explain the matter himself.

What did Hung say?—He said that if he said anything he would incriminate himself. And what happened further?—Hung said if he came back to the office he would keep a watch over Mr. Dixon and see that this matter did not happen again.

Did you tell Mr. Hastings about that?—Yes. Did you say anything else?—Yes. I said that Mr. Dixon was a very useful man to the office and that he should not go away.

Did you say any more?—Yes. I said that Hung had told me that if he returned to the office he wanted to make the matter clear to Mr. Hastings about Mr. Dixon.

When was the next interview?—About a week later.

What happened?—Hung said he had seen Mr. Hastings and that Mr. Hastings asked him to give particulars of the money taken by Mr. Dixon. Hung refused, the reason for his refusal being that he feared that Mr. Hastings was going to take proceedings against Mr. Dixon.

What else did he say?—Nothing more.

Did he say anything about coming back?—No. He was afraid, because he would be required to give particulars against Mr. Dixon.

How did you know that? Because he knew that if he returned to the office he would be called upon to give particulars against Mr. Dixon, and he did not want to give them.

Did you support the suggestion that Mr. Hung should return to the office?—I did.

If you wanted Mr. Dixon to remain in the office and you wanted Mr. Hung to come back why did you speak to Mr. Hastings about this matter?—I did not think that anything like this would ensue.

Wasn't it likely that proceedings would be taken after the information you gave?—Mr. Hastings said that if he got the particulars he would not take any proceedings; that he would speak to Mr. Dixon about the matter, and that he would give him a month's leave to go to Yokohama, and that he should not come back.

What date was that?—The dates are very confusing. I can't remember.

After this how soon did you see Hung?—A few days after.

Did you tell Hung of the conversation you had with Mr. Hastings?—Yes, and I told him I would have nothing to do with the matter and that he should go and see Mr. Hastings himself.

Why did you say you would have nothing to do with the matter?—Because I knew nothing about the matter.

Did you ask Hung to come back?—Yes. Didn't you tell Hung that Mr. Hastings would consider taking him back to the office after Mr. Dixon had gone?—That was at a later interview.

He was to come back on a \$15 increase?—Yes; Hung said he would not come back unless he had an increase in salary. \$25 a month?—Yes.

Did Mr. Hastings agree to that?—He said he would consider the matter.

What did Hung say?—He said he would come back when Mr. Dixon had left.

When next did you see Hung?—Some time later.

Why did you go to see him?—His sons are schoolmates of mine and I am in the habit of going to the house.

Did you see Hung then?—Yes.

And what did he say?—He asked me about the matter and I told him it had been dropped.

What made you say the matter was dropped?—Because I was not asked again for particulars of the matter taken.

This was about the beginning of March?—Yes.

About ten days after you saw Mr. Hung again?—Yes.

What took place then?—Nothing at all about this matter.

At the interview in March did Hung say anything about coming back as interpreter to Messrs. Hastings and Hastings?—No. He only suggested that question once.

What was Hung doing at that time?—Staying at home.

Did he say anything to you about getting employment?—He said he was going to Messrs. Brutton and Hett.

When did he go to Messrs. Brutton and Hett?—I don't know.

Have you gone to see him at Messrs. Brutton and Hett?—Yes.

When?—After I made my declaration.

How long afterwards?—I think the day after.

What did you go there for?—I went to see the cashier.

What did you say to Hung there?—I told him I had made a declaration in this matter.

Did you tell him what you had said in that declaration?—Yes.

What did you tell him?—I told him he was not concerned in the matter at all.

Did he ask you anything else?—He asked me when the case was coming on and I told him on Friday.

Why did you tell Hung that he was not concerned in the matter?—Because he asked me.

What more did you tell him?—No more.

When did you next see Hung?—On the very day Wong Hui Tong made his declaration.

Why did you go to see Mr. Hung?—Because Mr. Hastings told me to go and see him to see whether Wong Hui Tong was telling the truth or not.

Where did this interview take place?—In his house, at a clock in the afternoon. It was raining then.

Who else was there?—Nobody else.

What took place?—I told Hung that Wong Hui Tong had made a declaration in the matter. I also told him what Wong said.

Did you take the declaration with you?—No. I only remember by heart what Wong said. Not word for word. I knew what he said, because I took his declaration down in shorthand.

What did Hung say?—He said that what Wong said was true.

Did he say anything else?—He said he did not want to go to Court to give evidence.

Why did he say he did not want to go to Court?—Because he had a hand in the matter. I did not know what he meant by that.

And?—I asked him what would he do if Mr. Dixon subpoenaed him.

What did he say?—He said he could not stand any cross-examination, and that he must tell the truth then.

What else?—He said that Mr. Lo Chee Sau, the late Mr. Reginald Harding's interpreter, had been to see him to take a declaration in this matter to support Mr. Dixon. Hung told Lo Chee Sau that he would not come to Court in the matter.

Anything else?—Nothing more about this matter. I left about half past four.

Did you see Hung the same day?—No; not since then.

Do you know where Hung is now?—I understand he is in Canton.

The Puisse Judge—Do you remember on what date Hung left the office?—On the 31st December last.

Mr. Calthrop—When Hung left did you suggest that another interpreter should be engaged?—Yes.

Who was to be engaged?—Everal.

Was not Lo Chee Sau to be engaged?—Yes.

Who suggested that Lo Chee Sau should be engaged?—I think it was Mr. Dixon.

Didn't Mr. Hastings speak to you about this?—Yes.

The Puisse Judge—About Lo Chee Sau?—Yes.

Mr. Calthrop—What did Mr. Hastings say about this?—Nothing. I asked Mr. Hastings why Mr. Hung was leaving.

What did Mr. Hastings say?—He said that Hung thought that he (Mr. Hastings) wanted Lo Chee Sau.

Didn't you say that if Lo Chee Sau came into the office you would resign?—Yes.

You did not want Lo Chee Sau in the office?—No.

And you knew that Mr. Dixon wanted Lo Chee Sau in the office?—So I understood.

You were annoyed with Mr. Dixon for recommending Lo Chee Sau?—No.

Wasn't it a fact that you wanted Hung to come back so that Lo Chee Sau should not come in?—No; at the time we had a new interpreter.

Who is he?—Mr. Chow.

Did he take Mr. Hung's place?—He took the place where Mr. Hung used to sit; but I don't know whether he is considered to be the chief interpreter or not.

Is Chow supposed to replace Hung?—No; but he can translate better.

I put it to you that he can't interpret?—That is for Mr. Hastings or Mr. Dixon to say.

In your opinion can he interpret properly?—Yes.

As well as Hung?—No.

Where did he come from?—He used to be in Hongkong some eighteen years ago. He came from Canton.

The Chief Justice—I don't think we want to go to Mr.

The Puisse Judge—We have got his merits; we don't want his life's history. (Laughter).

Mr. Calthrop—Now, you said yesterday that you have often seen Mr. Dixon lock up money in his drawer?—Yes.

And pay it later to the cashier?—Yes.

Didn't it seem extraordinary to you on the 14th January when he did not pay it over to the cashier at once?—I took it for granted that he did.

Why didn't you tell Mr. Hastings about Mr. Dixon keeping money in his drawer? I did not know at the time about any misappropriation.

Didn't you think it very strange that Mr. Dixon should keep this money when you saw him put it into his drawer? You saw him put it into his drawer?—Yes. I think he thought that I would take it for granted that he had paid the money to the cashier.

On the 22nd February did you go to see Mr. Hastings?—I am not sure. It was some time about that date.

Did Hung go with you?—No.

And at that interview did you tell Mr. Hastings about Mr. Dixon taking the money?—Yes. I told Mr. Hastings of the interview I had with Mr. Hung.

Why didn't you get Hung to go with you?—I didn't think it was necessary.

But you knew nothing about the matter?—Yes.

Then why didn't you get Hung to come up and tell the story?—Because I didn't think it was necessary.

How long have you been in a solicitor's office?—Nearly five years.

And you didn't think it necessary for Hung to come up and tell his own story?—No.

You did not think it important for a man in Mr. Dixon's position should be charged with stealing money?—It did not occur to me to tell Hung to come up.

What caused you to make up your mind to tell Mr. Hastings about the matter?—Hung told me that it was a very dangerous position he was holding, and that there were no proofs for his story.

Was there any proof for the story when you told Mr. Hastings?—No.

Then, why did you tell Mr. Hastings?—I put it to him to see what he would do.

It did not strike the witness as very peculiar that Mr. Hastings should consider taking Hung back when Hung admitted taking the money. The witness thought that the reason why Mr. Hastings wanted Hung back was to get particulars from him. In his declaration he said that the arrangement made between Mr. Dixon and Wan Hi was that for the latter's case \$50 should be paid down, and \$25 for every other visit. Witness was not aware that Wan Hi, in his declaration, said that it was agreed upon to finish the case for \$50. On the 11th June witness made a second declaration, simply because he was asked to do so; and he did not think it necessary to set out all the facts of the Saturday afternoon interview which he had with Hung. Witness did not see the second affidavit made by Mr. Dixon. The details of Mr. Dixon's affidavit were not known to witness at the time he made his declaration.

Re-examined by Mr. Potter (for the prosecution)—Mr. Hastings never agreed to taking Hung back into the office. Hung suggested it, and witness supported it. All that Mr. Hastings said was that he would consider the matter.

The witness was then excused, and the next one to be called was Gulab, which means Rose in English, who stated that he was once jemadar in the Hongkong Police Force. He was in the Force for seven years. In January last he went to Messrs. Hastings and Hastings office in regard to a case in which he sought to get a pension from the Government as he had been discharged from the Force. Witness saw Mr. Dixon, who took charge of the case. Witness paid him (Mr. Dixon) \$40 on the 27th January.

Mr. Potter—Did you speak to him through an interpreter, or by yourself?

Witness—By myself.

Did you get a receipt?—I did not ask for one. And in March you paid another \$50?—Yes.

Did you get a receipt?—No.

Mr. Calthrop (cross-examining)—Are you quite sure you paid \$40 and not \$30—I paid \$40.

What made you remember you paid \$40 and not \$30?—I gave him four \$10 notes.

On the 27th May last you made a declaration in this matter?—Yes.

Why didn't you say in the declaration that you made a note of the date you made the payments?—I was not asked, so I did not say so.

You were not told at the time that Mr. Hastings' books showed that only \$30 had been paid?—No.

Mr. Hastings did not tell you what was in the book at the time?—No.

If he had told you that his books showed that \$30 and not \$40 had been paid you would then have sworn that \$40 had been paid?—I paid \$40 and would swear to it.

When did you first see Mr. Hastings in this matter?—I did not go to Mr. Hastings. I went to Mr. Dixon.

Have you seen Mr. Hastings at all in connection with this inquiry?—No.

Do you know what this present inquiry is about?—No.

Do you know what the matter was about when you made your declaration?—I paid \$40 and I was asked to make a statement.

Who asked you to make the statement?—About ten days after I paid the \$40 I went to Messrs. Hastings and Hastings office and Mr. Hastings asked me how my case was going on. I said that Mr. Dixon told me he would write to the Governor. Then he asked me how much money I had paid to the office. I said \$40, and he took down my statement.

What happened then?—I signed the statement.

Who was present?—Nobody was present when my statement was being taken. Mr. Wilkinson came in later, and I signed the statement.

What made you go to the office on the second occasion?—I frequently went there to learn how my case was going on.

Were you speaking, then, to Mr. Hastings in English?—Yes.

Then you understood perfectly well what questions I am putting to you without the aid of the interpreter?—I can't say I can understand all your questions. Since I left the Police Force I am a bit deaf.

If I speak loud enough can you understand me without an interpreter?—Yes.

After your statement was signed what happened?—I left the office and went away.

When did you next see Mr. Hastings?—Many times afterwards, and on one occasion I was told that my case would not go before the Governor-in-Council.

Did you go to another firm of solicitors in regard to your case?—Yes. I went to Messrs. Wilkinson and Grist and had a petition sent to England.

What made you change from Mr. Hastings to Mr. Wilkinson?—Because Mr. Dixon told me it would cost me \$500 to send the petition to the Secretary of State. I thought that was too much.

The Court then adjourned for fifteen minutes.

When the Court resumed after the adjournment, Gulab was recalled to the witness stand. He denied that he knew a man named Allana, an Indian draper.

Mr. Calthrop—Do you know an Indian draper living below Mr. Hastings' office?

Witness—No.

Do you remember speaking to anyone about this case?—I can't remember.

Do you remember anyone speaking to you in Mr. Hastings' office about this case?—I can't say.

Will you swear that an Indian didn't ask you outside Mr. Hastings' office that your case was costing you a lot of money?—I speak to a lot of Indians.

Didn't you tell an Indian that it cost you 180 for the case?—No.

When did you leave the Police Force?—On 1st February, 1908.

How was it you came to leave it?—A made-up case was brought against me.

What was this made-up case about?—A charge of indecency.

With whom was this charge of indecency made?—A Chinese woman.

And in consequence of that you were dismissed from the Force?—Yes.

And lost all your pension?—Yes.

Did you before you were dismissed from the Force sign a confession?—I did not. I said I had witnesses to be brought forward for me.

Did you sign any document at all?—I signed one paper, which the Assistant Superintendent of Police made me sign. The paper was about getting my pension.

Did you sign a blank piece of paper?—Yes.

And the Assistant Superintendent of Police wrote above it?—Yes.

Was present when you signed that document?—Nobody.

Who was the Assistant Superintendent of Police at that time?—Mr. Wodehouse.

Do you suggest that after you had signed that document, Mr. Wodehouse wrote the confession above your signature?

Mr. Potter (re-examining)—Did Mr. Wodehouse give you a testimonial when you left the Force?—Yes.

The testimonial was produced, and read as follows:—

Jemadar Gulab Khan served about 17 years in the Hongkong Police, and having joined from the Indian Army, when he had about 4 years' service. He has been dismissed, with total loss of pension, from the 21st February, 1908, for an act of gross indecency with a Chinese constable.

During his 17 years' service in the Police his conduct had been exemplary, and he has had practically a clean default sheet. I have the highest opinion of his ability, and his attainments are quite exceptional. He has a very good knowledge of English (written and colloquial), and of Chinese colloquial. He is also a very good rifle shot and has a good knowledge of drill. His loss will be severely felt in the Force.

In the interests of discipline, his offence could not be overlooked, and had to be severely dealt with on account of his responsible position as a Native Officer. I trust, however, that he will be able to get a fresh start, and obtain employment suitable to a man of his capabilities.

He is thoroughly reliable and trustworthy.

(Sd.) P. P. J. WODEHOUSE, Deputy Supt. Hongkong Police.

17. 2. 8.

This concluded the case for the prosecution.

MR. DIXON IN THE BOX.

Mr. Dixon was then called to the box, and he stated that he came from Cheshire, England. His father was a solicitor, and practised at Norwich and Wimsford. His father conducted his own business—he had no partners. He had practised for about forty years.

Mr. Calthrop—How many brothers have you?—Five.

Are any of these in the legal profession?—Two.

What are they doing respectively?—My elder brother is a partner in the firm of Xarlin and Dixon, in Liverpool. The other brother passed his final examination in June and is now with my father.

Have you ever spoken to Mr. Hastings about your father?—Before I came out here I spoke to Mr. George Hastings. Mr. John Hastings knows a little bit of my home life.

When did you first start to study the law?—In 1894.

Where?—In Liverpool.

In what firm?—Thompson and McMaster.

When did you pass your final?—In 1899, after five years at it.

When were you admitted?—The same year.

What did you do after your articles were finished?—I had a conveyancing clerkship down in Hereford.

How long were you there?—A little less than two years.

Where did you go after that?—To Leeds; to the firm of Simpson and Simpson.

How long were you there?—Two years.

Where did you go then?—To my father with the idea of managing his Wimsford practice.

Did you go anywhere else before you came here?—I was with him until I started to correspond with Mr. George Hastings to come here.

How did you get to correspond with Mr. George Hastings?—I answered an advertisement in the *Law Times* newspaper.

Did you have an interview with Mr. George Hastings?—Yes, at Euston.

Did Mr. George Hastings say on whose behalf he was acting?—Yes, his brother, Mr. John Hastings.

What took place?—He told me the salary which his brother was prepared to pay; he told me he himself was coming out to his brother's business with a view to succeeding his brother in the business.

Did you discuss the terms?—Yes; and I asked him (Mr. George Hastings) whether my prospects in the East would be good. He told me he had not been out to the East before, but if I succeeded I would undoubtedly in the end obtain a partnership.

What happened next?—I furnished him with testimonials and a health certificate. In the end I signed the agreement.

For how long?—Four years.

What were you paid under that agreement?—£325 per year.

Where did you go to live when you got here?—The Peak Hotel.

What did you have to pay there?—I shared a room with another man, and I think it cost me about \$10 a month.

What were your expenses during that year?—Very little. I was not a member of the Club then. My expenses then would not be more than \$150 a month.

In local currency what did you get a month?—Between \$75 and \$300 a month. It depended on the Exchange.

How much did you save out of that?—About \$100 a month.

Did you get a rise in salary?—Yes.

Why?—Because of the rise in the Exchange, and I complained.

What rise did you get?—\$25.

When did you get the next rise?—In October. Under my agreement I was entitled to a \$25 rise after the first year.

Did you get a rise in the second year?—I did not think I was entitled to a rise then. Then I was put on a fixed dollar basis.

Before Mr. John Hastings left for home in 1907 witness communicated by letter to Mr. George Hastings about the question of his partnership. Witness wanted more than a verbal promise as to the partnership matter. Three months before witness signed his second agreement whereby Mr. John Hastings was made a partner. In the month of March last witness was acting for the Kwong Hing Cheung firm against Messrs. Reuter, Brockelmann and Company.

Did you have much money paid to you in that case?—Large sums were paid for costs, amounting altogether to between \$15,000 or \$16,000. A good deal of the money was paid to me personally. Whenever I received the money myself I entered it myself in the rough cash book. The entries in the rough cash book indicate who receives the money. Your Lordships may remember that in money cases Mr. George Hastings gave receipts for the money. I might have received the money myself, but I did not give the receipt myself. I might also say that in many cases Wong Hui Tong never paid it for him, and he (Wong Hui Tong) when he was present was particularly careful, not only to get a receipt, but to have the receipt translated to him and to his agent.

On the 27th January, 1908, what was the state of the Reuter, Brockelmann action?—I should imagine that pleadings were about closed.

Was anything else paid to you by or on behalf of the Kwong Hing Cheung besides the \$10?—No.

Did you ask Wong Hui Tong on that day to lend you any money?—No.

Could Wong talk English?—No, not a word. Mr. Hung always acted as interpreter.

On that day did you receive \$500 as a loan?—I did not.

Did you receive it as a present?—I did not.

On the following day did you ask Wong for any money?—Yes—\$350 for costs.

Did you ask him for a loan?—I did not.

Did you ask him to give you any money?—I did not.

It is true that he paid you \$150 for yourself?—It is not true.

It is untrue when he said he lent you \$200 on that day?—It is untrue.

Ere the witness, from the cash book, recited what payments were made to him and to others in respect of the Reuter, Brockelmann case. He denied, as each entry was made to the Court, ever receiving monies from the man Wong either as loan or as gift.

It is true that you were paid on the 23rd July 1907?—It is not true. Your Lordship had reserved his decision then, and judgment was delivered on the 25th July, 1908. The question of costs was reserved. This is only to show how unreasonable and unnecessary it would be to ask for further costs at that point of time.

It is untrue he asked for a receipt for that \$50?—He didn't pay anything. He never asked for a receipt.

When did you see Wong Hui Tong next?—Frequently pretty nearly every day, between the end of July and the end of August.

Did you make entries in your diary?—Yes, every time I received payments.

Proceeding, witness said that he received all monies deposited in Court on account of costs for the Kwong Hing Cheung firm, and this was entered in the ledger. This was in November. Wong Hui Tong asked for an account, and witness, through an interpreter, satisfied him

as to what he had paid. A copy of the ledger was handed to Wong and he said that he had not been credited with \$2,000.

Witness explained the position. Wong was quite satisfied—and shortly afterwards he paid a further sum of \$2,000. Witness did not give instructions to supply Wong with a copy of the ledger, for that would be unintelligible to anyone. Witness gave instructions to have a proper account made out—to show how the position stood between Wong and the firm.

Did you explain to him again the state of the accounts?—Yes; in great detail.

What happened after that?—On 11th January a further sum of \$2,000 was paid for costs.

What happened after that? The next thing—Reuter, Brockelmann and Company decided not to take the matter to the Privy Council, and we were in a position to settle up with the client.

As far as you remember when did you next see Wong Hui Tong?—Soon after, and I told him that Reuter, Brockelmann were not going on with the appeal.

When was that?—The end of March of the beginning of April.

What took place then?—I think he called for an account. I think he also saw Mr. Hastings.

What happened at the interview?—The account was interpreted to him and explained to him by Tam, and he appeared to be perfectly satisfied with the items, except two—\$6,000 and \$3,000 costs between solicitor and client. He thought it was rather "stiff." He asked to be reasonable with him, and I said I would see him again on the next day in Mr. John Hastings' room. He again complained of the charges and asked for a detailed bill. It was promised that he should have one, which was done—I went through the books again and made out the bill which was a little bit more (Laughter). The cheque was made out and Wong was paid \$10,000.

Did you see Wong Hui Tong again in the matter?—I don't think I saw him again until I saw him in Court.

Do you remember being consulted on 8th January by Wan Hi?—Yes.

Who brought Wan Hi?—I think Tam did.

What happened?—The man, through the interpreter, informed me that a friend of his had been arrested for administering obnoxious drug for procuring abortion, and he wanted me to defend him. He asked me what the matter would cost, but as the charge was a serious one and might have been sent to the Criminal Sessions, I could not quote a lump sum.

What was said as to costs?—I don't think an agreement was come to. I think I asked him for something on account.

What did he do?—He paid \$50 on that day and I, he and Tam went up to the Police Court. The police did not have sufficient evidence, and it was stated that unless sufficient evidence was forthcoming they would abandon the case. The case was adjourned for a week, and as I understood that the police were going to withdraw the charge, I did not go to the trouble to take the defendant's statement or that of his witness. The next week the case was withdrawn.

Have you ever received money from clients and placed it in your right-hand drawer?—No. That drawer was my private drawer. What monies I received, and the amount was not present, I always put into my safe.

Mr. Dixon's examination had not concluded when the Court rose until to-morrow morning at 10.30 o'clock, when we have to go under cross-examination.

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

EXTRA CHOICE SUGAR CURED

BACON and HAM.

VERY MILD

HONEYSUCKLE BRAND.

Only 60 cents a lb.

Hongkong, 4th June, 1909. [50]

ASAHI BEER.

SAPPORO BEER.

MITSUI BUSSAN KAISHA,
Sole Agents.

[47]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF RUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.
Undertaken and Executed.

SHEWAN, TOMES & CO.
General Managers.
HONGKONG, 10th March, 1909.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no return to subscribers as heretofore.

By Order,

THE MANAGER.
Hongkong Telegraph Co., Ltd.
10th March, 1909.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration.)

From Hongkong	From Quebec
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of being forwarded by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADY, I.O.A., General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	TUNGSHING	WED'DAY, 23rd June, 3 P.M.
SGAPORE, PENANG & CALUTTA	KUTSANG	WED'DAY, 23rd June, 4 P.M.
TIENHSIN, WEIHAWEI & C'FOO	CHONGSHING	FRIDAY, 25th June, Noon.
SHANGHAI	KWONGSANG	FRIDAY, 25th June, Noon.
MANILA	LAONGSANG	FRIDAY, 25th June, 4 P.M.
MOJI & KOBE	FAUSANG	SUNDAY, 27th June, 4 P.M.
MANILA	FAUSANG	FRIDAY, 27th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	SATURDAY, 3rd July, Noon.
SGAPORE, PENANG & CALUTTA	FOOKSANG	TUESDAY, 6th July, 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagutsu Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong 22nd June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA	"TEAN"	23rd June, 3 P.M.
SHANGHAI	"YINGCHOW"	24th " 4 P.M.
WEIHAWEI, CHEFOO & TIENHSIN	"HUICHOW"	25th " "
SHANGHAI	"CHEWAN"	27th " Daylight.
MANILA	"TAMING"	29th " 3 P.M.
SAMARANG & SOUBABAYA	"SHANTUNG"	29th " 4 P.M.
CEBU & ILOILO	"SUNGKIANG"	30th " "
SHANGHAI	"ANHU"	1st July, "
SHANGHAI	"LINAN"	4th " Daylight.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	19th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENHSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chongin, Linan, Chinghsin) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong 22nd June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and Cabin.—Light.—Perfect Cuisine.—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 26th June, at Noon.
LAIRO	2540	R. Rodger	"	SATURDAY, 3rd July, at Noon.

SHEWAN TOMES & CO.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross	Sail 1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 " "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 " "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	20th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok. Building.

Hongkong, 4th May, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO	"TACOMA MARU"	6,178	SATURDAY, 3rd July.
Do.	"FITZPATRICK"	4,416	31st do.
Do.	"SEATTLE MARU"	6,178	28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY, FOOC'HOW and SHANGHAI	"BUJUN MARU"	THURSDAY, 1st July, at 10 A.M.
SWATOW, AMOY, ANPING & TAKAO	"SOSHU MARU"	THURSDAY, 24th June, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU"	TUESDAY, 29th June, at 10 A.M.

Fair speed. Superior passenger accommodation.—Electric light throughout. First class cuisine.

The newly built steamers: "CHO-HU" MARU and "BUJU" MARU.—First-class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 22nd June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON (via SADO MARU, AND ANTWERP)	Capt. G. C. Hurry, Tons 6500	WEDNESDAY, 23rd June, at 5 P.M.
SINGAPORE, PENANG, COLUMBO AND PORT SAID	"BINGO MARU," Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIKAI, SHIMIDZU and YOKOHAMA	"TANGO MARU," Capt. S. Ishikawa, Tons 8000	TUESDAY, 6th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	"KUMATO MARU," Capt. N. Matheson, Tons 6000	FRIDAY, 9th July, at Noon.
YAWATA MARU	Capt. T. Sakai, Tons 5000	FRIDAY, 6th Aug., at Noon.
KOBE and YOKOHAMA	"AWA MARU," Capt. B. Keith, Tons 6500	JUNE, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU," Capt. T. Sakai, Tons 5000	WEDNESDAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	"ATSUTSU MARU," Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
BOMBAY, via SINGAPORE and COLUMBO	"TAKASAKI MARU," Capt. H. Becker, Tons 5000	TUESDAY, 29th June.
SHANGHAI and KOBE	"TOTOMI MARU," Capt. T. Smith, Tons 4000	SUNDAY, 4th July.

* Omitting Shanghai.

† Cargo only.

‡ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLUMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru	(Capt. H. FRASER)	About Wednesday, 30th June.
Kamo Maru	(Capt. F. L. SUMNER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. ZOSER)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.				
	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	110	\$100	\$90
2nd	\$80	70	\$60	\$50

Option of rail between calling ports is given.

For further particulars, apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on THURSDAY, the 24th June, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

FOR

VICTORIA, B.C., SEATTLE & TACOMA.

via

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oceanic	4,657	F. W. Davies	1st July
America	6,232	J. Matheson	29th July
Lyonic	4,353	J. Eoyd	26th Aug.
Swiric	6,232	S. Shotton	23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LTD., Agents.

Queen's Buildings, Hongkong, 18th June, 1909.

10

HONGKONG—BOSTON—NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" ... On 13th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 6th June, 1909.

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AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" ... On 13th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 6th June, 1909.

483

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

54

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Co. St.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd June, 1909.

48

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 26th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the P.M.S. *Himalaya*, due in London on 8th August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th June, 1909.

4

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE,"

Captain O. Jones, R.N.R., will leave for SHANGHAI on THURSDAY, the 24th June, 1909, at 6 P.M.

For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 21st June, 1909.

4

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every morning. (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening. (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officerd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

116

Intimations.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 39, DES VREUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S.

SHARE QUOTATIONS

Supplied by Messrs. H. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.		NO. OF SHARES.	ALDE. PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE ACTUAL AT PRESENT QUOTATION SAVED OVERLAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.				
BANKS.								
Hongkong & Shanghai Banking Corporation.	120,000	1125	\$125	{ \$1,500,000 \$14,500,000 \$150,000 }	\$2,006,254	{ Final of 1/2 and bonus of 1/2 for 1908 @ ex 1/10 11/16=5.154	5 1/2 %	{ \$295 buyers London 293.10 }
National Bank of China, Limited	10,000	67	66	{ \$4,000 \$150,000 }	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	none	\$14 for 1907	7 1/2 %	\$105 sellers
North China Insurance Company, Limited	10,000	215	25	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 105 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$2,404.912	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$840 sellers
Yangtze Insurance Association, Limited	12,400	\$100	\$60	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$7,763.7	\$12 and bonus \$3 for 1907	7 1/2 %	\$225 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$110 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	1568,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$4,085	\$1 for 1906	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$20,370	Final of 1/2 making \$2 1/2 for 1908	7 1/2 %	\$33 ss. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	413,755	{ 6 1/2 for 1907 on Preference shares only @ ex 1/10 11/16=5.154	4 %	\$73
Shanghai Tag and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	{ 7 1/2 % 7 % }	{ Tls. 52 sellers Tls. 53 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	2	2	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	62,817	Second interim of 1/2 for a/c 1908	...	6 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$3,121	\$1.00 for year ending 10.4.1909	{ 4 1/2 % 3 1/2 % }	{ \$16 \$15 1/2 }
Taku Tag and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Dr. \$135.8	\$1 for 1897	...	\$15 sellers
Park Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 17	Tls. 3 1/2 for year ending 31.12.08	...	Tls. 27 1/2 b.
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	2	2	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	411,510	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 sales
Rich Australian Gold Mining Company, Limited	150,000	2	2	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Dr. 42,191	No. 12 of 1/6=48 cents	...	\$9 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gos.) & Co., Limited	18,000	\$25	\$25	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Dr. \$7,121	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$10,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$57 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$8,798	Final of \$4 making \$8 for 1908	11 1/2 %	\$54 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 13,712	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 %	Tls. 78 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 160 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 104 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Dr. 4,134	\$2 1/2 for year ending 30.6.07	...	\$10
Central Stores, Limited	10,000	\$25	\$25	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$24,611	\$1.10 on old and 60 cents on first new issue	...	\$9 buyers
Hongkong Hotel Company, Limited	10,000	\$25	\$25	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$24,611	Final of \$3 making \$6 for 1908	...	\$8 1/2 ex n.f.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$16,475	Final of \$3 1/2 making \$7 for 1903	6 1/2 %	\$19 buyers
Humphreys, Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$5,435	60 cents for 1908	6 1/2 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	none	\$1 1/2 for 1908	5 %	\$30 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 124,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$1,968	Final of \$2 making \$4 for 1908	8 %	\$46 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	5,000	Tls. 50	Tls. 50	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 133 b.
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	15,000	\$10	\$10	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$9,553	50 cents for year ending 31.7.08	6 %	\$91 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 175,000	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 8 1/2
Lau-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 108
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 375
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	4,348	1/10th per share for 1907=0.337	10 %	\$104 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$40,000	\$1.20 or 1908	8 1/2 %	\$14 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$51,338	50 cents for year ended 28.2.06	...	\$7 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$102,000	80 cents for 12-8	8 1/2 %	\$91 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$161 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$3,755	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$7
M. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$351	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holt, Limited	21,000	\$20	\$20	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$186,000	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,500,000 \$125,757 \$111,990 \$125,000 \$125,747 \$128,277 \$1,000,000 \$19,948 \$105,249 \$681,609 }	\$195	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$14 ss. and b.
Hongkong Ice Company, Limited	5,000	\$25	\$25					